



Seven-Point-Four

the newsletter of the Friends of the Stewartstown Railroad, Inc. A Pennsylvania non-stock not-for-profit organization, tax-exempt under section 501(c)(3) of the Internal Revenue Code.



July–September

Third Quarter 2017

July–September

PRESIDENT’S MESSAGE

by Dave Watson

A lot of great work has been going on around the railroad this past summer. The station committee, working under the careful direction of Friends’ member David Baur, worked weekly to repair broken windows, paint, and perform general up-keep of the Stewartstown station. The open-air excursion car crew, led by Larry Morgan, has been very busy the last few months sanding, priming, and painting. The former PRR flatcar (road #473822) is looking quite good!

Around the railroad, the Friends organization provided a load of crossties to help extend the class 1 track. Friends’ members Dave Williamson, Mike Ruane, and John von Briesen lead several track work weekends to perform maintenance of way.

The Friends’ board has been meeting regularly. Recently, the Friends’ moved into a less expensive storage unit located near the station. Our records, archives, and project supplies are stored here for safe-keeping. We have also received a donation of QuickBooks to help automate financial bookkeeping.

I invite you to come out and ride the rails this fall as the leaves begin to change color. The Stewartstown Railroad offers one of the most scenic and picturesque views of any railroad on the east coast. Train rides with Santa are coming up soon, too. We invite you to bring the little ones for a treat and ride with Santa. Tickets can be purchased online at the railroad’s website, or at the station on the day of your ride. Thank you!

— *Dave Watson*

OPEN-AIR EXCURSION CAR UPDATE

by Dave Watson

Friends’ members, led by Director-at-Large Larry Morgan, have been very active this past summer working on the Friends’ former PRR flatcar. One of the first major obstacles was to remove the steel decking welded to the frame by Conrail. The welding was rather thick and well-done, leaving conventional tools such as cut-off discs anything but a feasible option for removal. Thankfully, one of our neighbors, David Wisnom with Gordon’s Towing, was kind enough to donate his time and expertise to remove it with rather large torches.

With the steel deck out of the way, the first official workday was scheduled in July 2017. Cleaning, grinding, and priming began and continued thru late August. Painting of the car followed, and should be completed by mid-October. We chose a gloss-black oil-based paint as the “foundation” of the car.

The carpentry phase will soon follow, and plans are almost finished for how the completed car will look. John von Briesen is helping us with the final design of the open-air car. We anticipate that Friends’ volunteers and students from a local carpentry class will work together to build the car. Periodic updates can always be found on our Facebook page. David Diano, John Bauman, Russ Vollmer, Dan Varhol, Thomas Stahl, and Daniel Sushko contributed to this project.

Presently, we still need to raise about \$1,000 to finish out the open-air excursion car. Please consider making a tax-deductible donation to the project. To those who have contributed already, we sincerely thank you!



The Friends flatcar sitting on the “Y” track in the Stewartstown yard on a recent sunny afternoon.

Photo by William Larduskey.

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 2



Friends of the
Stewartstown Railroad, Inc.
P.O. Box 456
Stewartstown, Pennsylvania
17363-0456
(717) 654-7530

On the web at www.stewartstownfriends.org

David Watson, *President / Flatcar Project Manager*

David Diano, *Vice President / Volunteer Coordinator*

Owen Stedding, *Secretary*

Raymond E. Reter, *Treasurer / Newsletter Editor*

William Larduskey, *Director-at-Large*

Madeline McCabe, *Director-at-Large / Newsletter Fulfillment*

M. Larry Morgan, *Director-at-Large*

Lauren Stahl, *Director-at-Large*

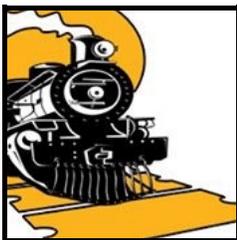
David Baur, *Senior Museum Operations Docent*

Kay Hoshour, *Corporate Registered Agent*

Articles and news items to be considered for publication in 7.4 need to be submitted by the first of each month to allow time for editing, fact-checking, and possible consolidation with other submitted items to create comprehensive articles. When submitting photographs, please submit as .jpg files and identify the photographer who took the photograph.

The Friends of the Stewartstown Railroad outreach program has supported the following organizations through membership in and/or by donations to:

Farm & Natural Lands Trust of York County
Heritage Rail Alliance
Mason-Dixon Public Library
New Freedom Heritage, Inc.
Preservation Pennsylvania, Inc.
Southern York County Business Association
Stewartstown Fall Fest
Stewartstown Historical Society, Inc.
Stewartstown Senior Center
Stewartstown Summer Theatre
The York County Convention and Visitors Bureau
York County History Center



REMEMBER:

You can purchase train ride tickets in advance with your credit card through the *WhistleTix* service on the railroad company's website:

www.stewartstownrailroadco.com



Nathan Filak, Mike Ruane and Owen Stedding are shown inserting ties going downgrade from the water cistern towards the curve leading to the hill before Bridge #7. This is part of the railroad's work to make a second tie pass and further strengthen this stretch of class I track. We have to maintain and improve what we have as well as extend the length of the run.
Photo by Dave Williamson.



A trailer load of cross-ties purchased by the Friends organization destined for the Stewartstown Railroad's fall trackwork sessions. We thank our members and donors for making this gift possible!
Photo by Patrick Tyrell.



Santa and Mrs. Claus on the Stewartstown Railroad float accompanied by two of the railroad's "junior conductors" in the Eureka Fire Company (Stewartstown, PA) carnival parade.
Photo by John Stahl.

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 3

IT'S MEMBERSHIP RENEWAL TIME!

With the autumn season comes the Friends' membership renewal season! We are including a membership renewal form with this newsletter. As a reminder, memberships in the Friends runs from January 1 through December 31 of each year. New members who join after June 30 pay a prorated dues of 50% of the full-year dues.

This past summer the Friends' board of directors modified the membership dues structure to include two new membership levels: family and corporate. Also, the Stewartstown Railroad Company chose to offer Friends members a discount on ticket purchases in appreciation of the help the Friends organization has extended to the railroad over the past decade.

The new membership levels for 2018 are:

INDIVIDUAL: \$20. This level includes a \$2.00 discount on the purchase of one (1) Stewartstown Railroad regular train ride ticket, courtesy of the Stewartstown Railroad Company. Just show your membership card to the ticket agent when you purchase your ticket to receive the discount.

FAMILY: \$100. This level is for everyone at the same address and includes a \$2.00 discount on the purchase of up to four (4) Stewartstown Railroad regular train ride tickets, courtesy of the Stewartstown Railroad Company. Just show your Friends membership card to the ticket agent when you purchase your ticket to receive the discount.

CORPORATE: \$300. This membership level is for businesses and other organizations who wish to support the Friends ongoing educational and historic preservation efforts. The Friends organization will provide these members five (5) Stewartstown Railroad regular train ride tickets that the member organization may distribute as they desire.

The Friends management team sincerely appreciates your support, both volunteer hours and financial. We hope you will chose to renew your membership in our organization to help continue restoring the Stewartstown Railroad — *an authentic American antiquity.*

CALLING ALL GHOSTS, GOBLINS, GHOULS AND . . . ELVES

Fall is a busy season on the Stewartstown Railroad. The seasonal trains require a larger staff than the "regular" trains.

We are looking for additional volunteers to help staff the displays for the Halloween train. If you like to dress-up in costumes, this is the event for you! Please contact the railroad at (717) 746-8123 and let us know if you're interested.

FALL EVENTS

on the STEWARTSTOWN RAILROAD



Fall Foliage Rides

Saturdays and Sundays
October 14, 15, 21, 22
1:30 p.m., 2:30 p.m.,
and 3:30 p.m.

Halloween Trains

Friday and Saturday
October 27 and 28
5:30 p.m., 6:30 p.m.,
and 7:30 p.m.



Santa Trains

Saturdays
November 25,
December 2, 9, 16
10:30 a.m., 11:30 a.m.,
12:30 p.m., 1:30 p.m., 2:30 p.m.,
3:30 p.m.
Sundays
November 26
December 3, 10, 17
11:30 a.m., 12:30 p.m.,
1:30 p.m., 2:30 p.m.,
and 3:30 p.m.



Fares for all trains:

Adults, \$12; Seniors (65+), \$11;
Children (12 & under), \$10.

The Christmas season trains have been the busiest trains of the year for the past couple of years. We'll need additional "elves" to help Santa and Mrs. Claus distribute candy canes and visit with the youngsters on the train. Also, the elves help to keep the refreshment table in the station waiting room stocked and tidy, and allow everyone to take a rest break on these long days. If you're interested in helping, please contact the railroad at (717) 746-8123 or stop-by when the station is open and leave your name and contact information. *Thanks!*

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 4

VISITING MIGHTY MO'S BIRTHPLACE, PLYMOUTH, OHIO: PART 2

by Bill Histed; photos by the author except as noted.

Bill Histed grew-up in a community not far from Plymouth, Ohio which was once the home of Fate-Root-Heath, the manufacturer of the Plymouth-brand of industrial-size locomotives. In this second of two articles for 7.4 Mr. Histed shares his thoughts and reminiscences of the company that produced three of the Stewartstown Railroad's locomotives: number 6, "Little Mo," unnamed number 8, and number 9, "Mighty Mo," which still travels the rails of the Stewartstown Railroad.

Some things around the Plymouth complex have been sold for scrap. Railroad track on the property that I saw as a boy has been ripped out and sold. Most of the standpipe at the plant has been dismantled and sold for scrap. I actually saw this in progress in a visit a year earlier. A crane was feasting on the old standpipe.

It's Personal to Me

I feel sad as I walk the property. Maybe it is sadness over "this didn't need to happen." Or sadness that Mighty Mo's birthplace will never again produce a locomotive, and probably not anything else.

This factory was known to me as a boy when the family would go past it. I remember the yard with locomotives of different sizes and colors. The famous *Thomas The Tank Engine*® story has nothing over the pups I saw here. The finished locomotives waited in the plant's yard until they were picked up by the B & O.

My mother's best friend's husband, John Boals, was a professional artist. He is still living. Plymouth would call him in to do art work for them in their advertisements.

I was born and reared in Crestline, Ohio, 20 miles from the Plymouth Locomotive Works. It would be hard, even to this day, to find anyone who has lived in the Shelby, Willard, Bucyrus, Norwalk area at any time who never knew anyone who worked at Plymouth Locomotive.

In Florida, where I own a community newspaper, I put in an ad asking for someone who can repair computers. I got a call from David Goodman, who had moved to Florida. It turns out he had worked for 17 years at Plymouth as a draftsman and designer. He told me that Plymouth could make just about anything. Many orders came in for locomotives with special features or special designs. The factory could fabricate just about anything, he said, and it had a huge machine shop and tool shop that was destroyed with the closing and auction of the company's assets.

So, What Happened at Plymouth?

As with many companies, the final whirlwind that ends it all took some time evolving. Plymouth had an underfunded employee pension plan that, in theory, made the corporation insolvent near its closing. Many other companies over

the years have gotten rid of their underfunded pension plans by replacing them with employee 401K plans and the like. The pension plan shortfall kicked around for a while. The later owners in Cleveland developed a scheme in which the "employees would own the company." That was a clever way to transfer the problem to the unwary and the unsuspecting.

As told to me by some who were there, including past executives, it finally hit the fan when several employees retired pretty much all at once. That drained the pension fund to the point the thing was insolvent, in theory or in fact.

But Plymouth had other problems, too. The times, they were a changing. Even in the 1950s, another major builder of small locomotives, Whitcomb Locomotive Works in Illinois had gone out of business after making 5,000 locomotives. Whitcomb at one time had a connection with Baldwin Locomotive which handled some of its sales and even loaned Whitcomb money during a hard financial period.

There are always success stories, of course. Brookville Equipment Company in Brookville, PA, has survived the test of time and today is a successful manufacturer of locomotives. I believe some of the business that Plymouth would have kept has gone to Brookville. So not all small locomotive makers have died in the way of Plymouth and Whitcomb. Brookville has a nice looking physical plant and they had a big building expansion not long ago. I'm glad they are doing well.



Interestingly, after all these years there was still a Plymouth mine motor still on the property!

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 5

Locomotives, even small ones, are capital goods that need to be cost factored. It's not like stopping by an overpriced Starbucks® coffee shop on an impulse and killing a \$5 bill for a cup of hot drink.

So in bad economic times, you can expect cuts in orders. This is why Plymouth got into making Silver King and Plymouth farm tractors during the Great Depression when railroad locomotive sales crashed. A farm tractor was still a lot of money to most farmers then, but some were turning from animal power and they saw larger yields if they mechanized.

Mining began to change. Some of the Plymouth locomotives went to mining companies. The companies could request the wheel gauge they wanted and Plymouth gave it to them.

Today, Tracmobiles® and other devices are taking up some of the slack left behind with the closing of Plymouth, in 1997. I have watched Mosaic Company, a leading fertilizer company, move hopper cars using a front end loader. Sometimes the biggest corporations are among the cheapest.

Technically, Plymouth was bought out by Ohio Locomotive Crane in Bucyrus, Ohio, now American-Ohio Crane. But that was a half-hearted effort at best and it was all finally over and done with by 1999. This was just shy of nine decades since the first recorded Plymouth Locomotive was built in 1910.

I called a couple of members of the Plymouth Historical Society, and in their museum downtown on the square they have some old Plymouth locomotive memorabilia. But as with many long-time companies, a lot of the early records are gone.

A Lot of Plymouth Lore

A company can't exist for almost a century with some interesting stories about it. The huge Chrysler Corporation lost a lawsuit to Plymouth in the 1930s. When Plymouth came out with a Plymouth Tractor when locomotive sales collapsed in the Great Depression, Chrysler lawyers sued Plymouth over the use of the Plymouth name, which Chrysler was using on some of its cars. Chrysler lost the lawsuit. That one car that Plymouth made in 1910 showed that the local company was actually the first to use the Plymouth name on a car. Chrysler didn't seem to mind the Plymouth locomotive name, but when the tractor came out, Plymouth objected, feeling that tractors are road vehicles. By the way, in the worst of the Depression, Plymouth was making 1,000 farm tractors a year in 1937.

In a true life case told to me by his daughter, a teenage Canadian boy was given a lifetime job at Plymouth . . . and a house in Plymouth, by the late Charles Heath, a partner who came late to the party, but who helped the company grow. Heath—at one time the corporate name was Fate-Root-Heath—had been in Canada on a fishing trip with a few buds. Their boat

capsized and Heath with a full heavy coat on, would have probably drowned had he not been saved by a teenage boy. Heath was so grateful that he arranged to have the man come to Plymouth, bought him a house and gave him a lifetime job at the plant.

Various persons in Plymouth have related stories about the company to me. Several elderly ladies have told me in recent months how they would come around the plant when their fathers worked there and bring them a sack lunch.

I tried to find out what I could about the local Plymouth Historical Group. From what I could ascertain from speaking with a few of the locals, and doing some research, this is a nice society of mostly elderly people who meet occasionally and open up the museum downtown occasionally.

As one elderly woman told me, many of the young people graduate from Plymouth-Shiloh Local High school and have to leave the town to find a decent paying job. After all, the “locomotive works” has been gone for years, and it was the town's main industry for much of the modern history of Plymouth.

Speaking with the Last President

The former president of Plymouth told me in a couple of long phone conversations how the big auction of the assets went. He is now an executive with the American Ohio Locomotive Crane in Bucyrus, Ohio, maybe 25 miles west of Plymouth on Highway 96. He told me the man, who was the successful bidder, kept saying how he was going to restore Plymouth Locomotive to its former heights of glory. He had an official appearing entourage with him who kept going back and forth with him in private as if they were bidding on the Hope Diamond. He bid quite a lot—I was told approximately how much—and the check cleared the bank, but he did nothing more after that. Subsequently, the real estate was sold to a firm that demolishes and recycles buildings, Moshier Industrial, now of Crestline, Ohio.

Mr. Moshier moved his main demolition operations from the Plymouth factory to the former Geauga Corporation factory that went out of business that used to make



The executive and general offices of Plymouth Locomotive Works in 2016.

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 6

washing machine agitators for Whirlpool and car parts for Chrysler and others. I gave Mr. Ron Moshier a call—twice. Seems like a nice, hard working man, at least on the phone. We have something in common. After I quit college to try to earn money to buy a business, I worked for over a year in the factory that is now his headquarters in Crestline. And he has even run into trouble with Crestline City officials lately over land use and zoning issues there with his demolition business on a factory site.

He has a hard job to do. We need buildings demolished and recycled, but it is not an easy and clean business. Some people, say in city hall somewhere, who don't get their fingernails dirty, want to tell you how you have to run your business on your own property.

I inquired if the Plymouth site was for sale and he said that it was. He gave me a price. But what could be done with this site now? I wondered. There is still the former vacant yard, but tracks that were taken up and sold would have to be put back down. The buildings, by and large, are gone. Skeletal remains are there, as if seeing the frames of once large animals.

Part of the neighborhood has turned junky. It appears someone has started a dump yard not far from the plant buildings. Some of the old homes have not seen a coat of paint in many years. Some old junk automobiles are on the property as well as in the yards of some nearby homes.

Before I would ever invest in this desolate property, among the list of things I would check would be the need for an environmental hazard study. Lenders require it. With oil, gasoline, kerosene and other fuels and fluids on this site for some 90 years, it would not take much to get into trouble with the environmental cops. But the asking price? Not much more than for farmland and cornfield acreage just hundreds of yards away.

One of the local legends is that the Village of Plymouth gives a hard time to anyone, especially from the "outside" who wants to come in and do anything. Often, these type of claims are exaggerated. It probably would depend on what you planned to do with the site, if you had real credibility and if you have any cash ready—yours or someone else's—to back up your dreams. Even small town governments have seen their share of dreamers, schemers and wishful thinkers with get rich quick ideas.

Plymouth's Train Station Also Neglected

If the condition of Mighty Mo's birthplace is not enough to cause a lump in your throat, look across the old yard at the historic Plymouth station of the Baltimore and Ohio Railroad branch line. Vandals have done their number on the old wooden station, too. Take a good look at it. It could have been a railroad depot in any of hundreds of U.S. villages.

If the Plymouth Locomotive Works—near the end called Plymouth Industries—could not be saved, why couldn't some local group at least restore the old Plymouth



The former B&O Railroad station in Plymouth, Ohio in 2016.

train station? Is anything being preserved in Plymouth? Does *everything* in Plymouth have to be lost to the passing of time? Does anyone try to save anything in Plymouth?

Mighty Mo Carrying on the Tradition

I am happy to report that the Stewartstown Railroad's "Mighty Mo" Plymouth is keeping the Plymouth Locomotive traditions alive.

There needs to be something as a working, living and breathing shiny example of what the Plymouth Locomotive Works once meant to the United States, and even the world. Some Plymouth locomotives have ended up in some foreign lands.

Right here, on the property of the Stewartstown Railroad, we have a working piece of railroad history. I truly believe that Mighty Mo is the single most famous Plymouth locomotive that exists.

Since there is almost nothing left of the Plymouth Locomotive Works, I would invite anyone from Plymouth, Ohio, to feel as a special and invited guest to visit our railroad and see Mighty Mo. Please let us know when you get here that you are from Plymouth, Ohio!



NOW AVAILABLE! The 2018 Stewartstown Railroad Company calendar. \$15 each. Pick-up at the station in Stewartstown or call (717) 746-8123 to order by mail.

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 7

NEW FREEDOM FEST

For the past decade or so, in south central York County Pennsylvania the first sign of fall has been the New Freedom Fest, a community festival staged by the New Freedom Heritage community group. Usually scheduled for the third Saturday in September, the event is promoted as a “celebration of small town America.” The fest features craft and food vendors, carnival rides, live music and informational displays by local community service groups placed along the rail trail adjacent to the Northern Central Railway right-of-way through the center of town. This year, since New Freedom is the west end terminus of the Stewartstown Railroad, the railroad company was a participating sponsor of the event, along with other community businesses and groups.

The Stewartstown Railroad ran a special “*West End Special*” motorcar train from Stewartstown to New Freedom departing the station in Stewartstown at 10:00 a.m. and scheduled to return at the close of the festival, allowing passengers to spend the afternoon enjoying the various festival activities. The railroad also offered short 20-minute motorcar rides along a portion of the west end trackage during the festival. The train rides were well-received by festival goers and the railroad is already planning to return to the festival in 2018.

COACH 1341 UPDATE

by Richard Raubenstine and Dave Watson

Passengers riding in Coach 1341 may have noticed issues with the windows staying up during the warm summer months this year. Windows 2 through 19 on the south side of the car needed adjustments to the hardware to allow them to stay up. There are still minor adjustments needed for windows 17 through 19. Some of these windows will need holes to be filled-in and repainted. There are about five more new windows to be installed on the north side of the car.

Four vestibule doors have been made to replace those that disintegrated. They are temporarily stored inside coach 1158. John Watson has primed these doors. They still need to be painted, hardware installed, glass and the wooden panel fabricated and installed.

The Friends’ organization has received a donation from an anonymous donor of a diesel-powered generator for installation under the car. The south side battery box has been cleaned out in preparation to house the generator. A wire will be run from the battery box into the coach for lighting and heating.

The outside of coach 1341 still needs some finishing touches. The coating on the roof is beginning to flake off. So we plan to rent a glass bead blaster to remove the paint on the roof where it has been duct-taped, and then apply a roof coating. A fair amount of steel work is still needed on the coach body, particularly where the roof meets the side panels. Once this work is done, the car will be finished and be good for another 20 years!



Volunteers doing some last-minute trackwork on the Stewartstown Railroad’s yard track in New Freedom in preparation for the New Freedom Fest train rides. *Pictured left to right: Zeke Sushko, Sandy Sushko, Samuel Sushko, Daniel Sushko, Thomas Stahl, and Lauren Stahl.* Photo by John Stahl.



Another scene of volunteers preparing the track in the New Freedom yard for the motorcar rides for the New Freedom Fest. *Left to right: John Stahl, Jack Sanford, Thomas Stahl, and Nathan Filak.* Photo by Lauren Stahl.

VOLUNTEERS ARE ALWAYS WELCOME!

As you can see throughout our newsletter, volunteers are the backbone of the Friends organization. Whether your interest is focused on the history of the Stewartstown Railroad, train operations, track maintenance, building maintenance, groundskeeping, building restoration, administrative, promotion, event planning—just about anything you can imagine—your help will be appreciated. Just send us an e-mail or drop-by the station on a scheduled workday or excursion day and let us know of your interest. *Thank You!*

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Seven-Point-Four

The newsletter of the Friends of the Stewartstown Railroad, Inc.

Third Quarter 2017 / Page 8

STATION RESTORATION COMMITTEE REPORT

by John Watson

The station restoration team consisting of Dave Baur, John Bauman and John Watson have had a busy summer.

The three-plus year project to paint the underside of the platform roof and supports was completed this spring. Work is now progressing rapidly on restoration of the station windows. All ten windows on the first floor have had the broken or cracked panes replaced and all have been completely reglazed. Final painting of the windows will be done shortly, as soon as the last of the new glazing cures. While the restoration of the windows on the first floor was time consuming (and a learning experience for all on the team), it was relatively easy since they were under roof, easily accessible and not exposed to weather other than sunlight.

The six windows on the second floor are presenting considerable new challenges. Their condition indicates that little, if any, maintenance has been performed over the 100+ years of their existence. Exposure to weather has taken a heavy toll. Due to the extremely poor condition of the windows and the pitch of the roof, we elected to begin by removing four of the six windows and blocking off the openings with plywood.

Our goal is to complete the work and replace all of the windows before the Christmas train rides. Exterior paint has mostly flaked away, exposing bare wood to the elements. Additionally, about 50% of the old glazing has simply fallen away, with the panes being held in place by only a few glazing points. This has allowed water and wind to leak inside. As you can see from the pictures, there is considerable damage from rot. Indeed, the wood is so soft in some areas, that a considerable number of silver fish have made this their home and feeding ground. Using expertise gained from watching *YouTube* videos, we have elected to attempt to repair the damage using wood

hardener, epoxy wood glue and epoxy wood filler along with a few replacement wood pieces. I am happy to report that Minwax products appear to work as promised. The frames are now cleaned of rotted wood, hardened and sturdy. The silver fish have even departed. Once all the gaps and cracks have been filled, glass will be replaced and painting completed prior to reinstallation on the building.

RESTORING AN ORIGINAL MONEY DRAWER

by Dee Mitchell Bush

While cleaning the Stewartstown station, I noticed a drawer under the ticket agent counter. I tried to open the drawer, but it was locked. After working on it for over an hour I finally was able to open the drawer. It turned out it was the ticket agent's cash drawer. The cash drawer was in bad shape, so I asked my father, Ray Mitchell, if he could restore it and make the locking mechanism work better. While doing so he also did some research on it. He found the locking mechanism is unique for 1900 when it was patented and he was able to find copies of paperwork that was submitted with the patent application.

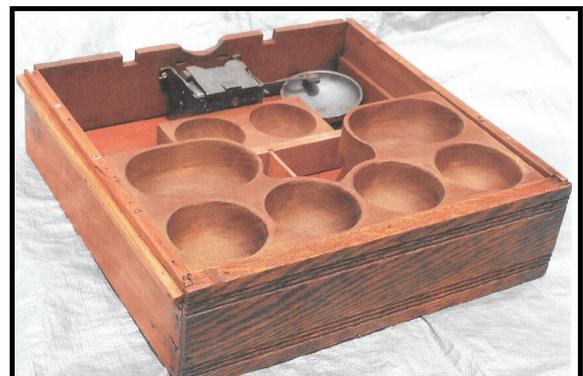
Finger pull rods were underneath the cash drawer to release it, *if you knew the code sequence*. If someone tried to open the cash drawer without using the correct sequence an alarm bell would ring, much like cash register drawers in use today.

For the drawer to be opened without setting off the bell, the lid of the alarm mechanism must be down and not hit the locking lever. There are five "J"-shaped floating metal keys that can be removed and turned 180° to change the code allowing the top of the mechanism to lower and not hit the locking lever.

Normally, the top of the alarm mechanism is held up by a heavy spring, it hits a catch above the drawer that prevents the drawer from being opened and ringing the alarm bell.



Restored windows ready for reinstallation on the station in Stewartstown. Photo by John Watson.



R. L. Dorsey Company money drawer alarm. Patented June 5, 1900. This money drawer was built-in as part of the ticket counter in the Stewartstown, PA train station. It was probably installed when the station was built in 1914.

Photo by Ray Mitchell.

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

VISIT US ON THE WEB AT: stewartstownfriends.org

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity
VISIT US ON THE WEB AT: stewartstownfriends.org